MINIMUM CRITERIA DETERMINATION CHECKLIST

TIP Project No.: B-4654

State Project No.: 38454.1.2

Project Location: Bridge No. 69 on NC 50 over US 70 in Garner, Wake County

Project Description:

The North Carolina Department of Transportation (NCDOT) is proposing to replace Bridge No. 69 on NC 50 over US 70, as well as make improvements to that interchange and pedestrian facilities along NC 50 in the project area (see Figure 1). Bridge No. 69 is located in the Town of Garner, Wake County. The proposed improvements on NC 50 will begin just south of its intersection with Circle Drive and extend north to the intersection with West Main Street. Improvements on NC 50 will include wider lane widths and paved shoulders for bicycle accommodations and construction of sidewalks throughout the project limits. The new bridge will be constructed on the west side of the existing alignment, and traffic will be maintained on the current bridge during construction. The proposed action is listed in the NCDOT 2018-2027 STIP as Project Number B-4654.

Current cost estimates for the project are:

Right of way: \$2,227,500
Utilities: \$259,120
Construction: \$4,950,000
Total: \$7,436,620

Bridge No. 69 is located in an urban area within the Town of Garner, southwest of downtown Garner. The area surrounding the bridge is largely built out with commercial, office, and residential development. NC 50 (Benson Road) is a major north-south thoroughfare in the Town of Garner. The existing bridge is a three-lane bridge approximately 212.5 feet in length and 41.5 feet in width. It includes three 14-foot lanes, curb and gutter and 5-foot sidewalks on both sides with two-bar metal rails. The existing bridge provides 14.3 feet of vertical clearance over US 70. The replacement bridge will be approximately 180 feet in length and approximately 55 feet in width. It will include two 14-foot lanes, a 12-foot center turn lane, 5.5-foot sidewalks on both sides, and three-bar metal rails. The replacement bridge will provide 17 feet of vertical clearance over US 70. The horizontal alignment will shift approximately 60 feet west in order to construct the proposed bridge adjacent to the existing bridge in order to maintain traffic throughout construction.

Purpose and Need:

The purpose of the proposed project is to replace a deficient bridge and make additional improvements to the loop and ramp system associated with the interchange at this location. Bridge No. 69 is considered structurally deficient. Being structurally deficient does not mean that the bridge is unsafe, but does mean the bridge is in need of repair or replacement. As a bridge ages the cost of repairs and continued maintenance eventually necessitate the need for replacement. The current bridge was constructed in 1952 and is reaching the end of its useful life.

Anticipated Permit or Consultation Requirements:

No permits are required for this project.

May 2018 1 of 5

Special Project Information:

Traffic Data:

NC 50 is a three-lane undivided roadway that is a north-south corridor providing connections to local communities along its route. It carries 8,300 vehicles per day north of US 70, and 13,100 vehicles per day south of US 70, with a posted speed limit of 35 mph. Approximately 6 percent of this traffic is heavy vehicles. Projected traffic for the design year (2040) is 10,200 cars north of US 70 and 14,700 cars south of US 70, with 6 percent heavy vehicles.

Alternatives Discussion:

No Build – There would be no changes to the existing bridge or interchange and would not address the need to replace the deficient bridge.

Build Alternatives – Two alternatives (Alternative 1 and Alternative 2) were evaluated to replace the NC 50 bridge. Both alternatives would begin approximately 750 feet south of the existing bridge, just south of Plaza Circle, and extend north to the intersection of NC 50 and Main Street. A new bridge would be constructed on the west side of the existing bridge, and the existing bridge would remain open throughout construction to provide for maintenance of traffic. There would be modifications to the ramps in the southwest and southeast quadrants of the interchange, as well as to the loop and ramp in the northwest quadrant. Both alternatives would also include wider lanes that would facilitate shared bicycle traffic and sidewalks throughout the length of the project.

The connection between Umstead Lane and Hilltop Avenue would be severed in both alternatives, with Umstead Lane becoming the ramp to US 70 westbound and Hilltop Avenue being cul-de-sacked. Lake Drive would become the primary access road to residences on Hilltop Avenue and Dullis Circle. Lake Drive is a town-owned facility, and the town is considering improvements to accommodate additional anticipated traffic.

Alternative 1 would use standard signalized intersections at each ramp terminal on NC 50 and would include a three-lane typical section on NC 50 through the project limits, with curb and gutter and sidewalk on both sides of NC 50.

Alternative 2 would use roundabout intersections at each ramp and loop terminal and would include a two-lane facility with a raised concrete median on the bridge between the roundabouts. Outside of the roundabouts, NC 50 would be three lanes with curb and gutter and sidewalk on both sides. Alternative 2 would include closing Circle Drive west of NC 50 and routing it to St. Marys Street. Residents in this area would use Forest Drive from NC 50 to access St. Marys Drive.

May 2018 2 of 5

Table 1: Summary of Impacts					
	Alternative 1	Alternative 2			
Traffic Operations	LOS C	LOS A			
Parcels	14	22			
Relocations	5 Residential 1 Business	8 Residential 3 Business			
Construction Cost	\$4,950,000	\$5,800,000			
Right of Way Cost	\$2,227,500	\$3,872,500			
Utilities Cost	\$259,120	\$259,120			
Total Cost	\$7,436,620	\$9,931,620			

Table 1 includes a summary of impacts for the two alternatives:

Preferred Alternative – Alternative 1 (see Figure 2) was selected for replacing Bridge No. 69 by NCDOT and the Town of Garner based on lower costs, reduced impacts, and similar traffic level of service as compared to Alternative 2.

<u>Pedestrian and Bicycle Accommodations:</u> Sidewalks are present on both sides of the NC 50 bridge and north of the bridge on the east side of NC 50. The Preferred Alternative includes sidewalk on both sides of NC 50 throughout the project limits, as well as wider travel lanes and paved shoulders to accommodate bicyclists.

<u>Jurisdictional Resources:</u> There are no jurisdictional wetlands or streams that would be impacted by the Preferred Alternative.

<u>Protected Species:</u> There is habitat in the study area for Michaux's sumac and Northern long-eared bat. Surveys for Michaux's sumac found no individuals or known occurrences in the study area. The US Fish and Wildlife Service has developed a programmatic biological opinion (PBO) in conjunction with the Federal Highway Administration (FHWA), the US Army Corps of Engineers (USACE), and NCDOT for the northern long-eared bat (NLEB) (*Myotis septentrionalis*) in eastern North Carolina. The PBO covers the entire NCDOT program in Divisions 1-8, including all NCDOT projects and activities. The programmatic determination for NLEB for the NCDOT program is "May Affect, Likely to Adversely Affect". The PBO provides incidental take coverage for NLEB and will ensure compliance with Section 7 of the Endangered Species Act for five years for all NCDOT projects with a federal nexus in Divisions 1-8, which includes Wake County, where TIP B-4654 is located.

<u>Cultural Resources:</u> NCDOT's cultural resources staff reviewed the project area under a programmatic agreement with the State Historic Preservation Office, and determined that there are no historic properties present or affected by the project.

<u>Municipal Agreement:</u> At the request of the Town of Garner, the project was extended to include minor widening and sidewalks on both sides of NC 50 from south of Lake Drive to Main Street. In addition, the Town has requested that sidewalks be included on the west side of NC 50 throughout the project limits, and for aesthetic treatments and lighting for the bridge. The Town will be responsible for the additional costs associated with these additions, the details of which will be spelled out in a Municipal Agreement between the Town and NCDOT.

<u>Environmental Commitments:</u> The list of project commitments (green sheets) is located at the end of the checklist.

May 2018 3 of 5

Public Involvement:

A postcard was mailed to residents of the project study area in January 2018 to announce a public meeting to present design alternatives and information on the project. The public meeting was held on February 15, 2018, at the Garner Town Hall from 4:00 pm to 7:00 pm. Fifty-eight individuals registered at the sign-in table. Public comments were collected in writing at the public meeting and were accepted by email and postal mail until March 1, 2018. Thirty-two written comments were received during the comment period. Of those who indicated a preference for an alternative (25), the majority (17) preferred Alternative 1 due to lower anticipated impacts to residences and businesses.

<u>PART</u>	A: MINIMUM CRITERIA	V-0	
If the	Is the proposed project listed as a type and class of activity allowed under the Minimum Criteria Rule in which environmental documentation is <u>not</u> required? answer to number 1 is "no", then the project <u>does not</u> qualify as a num criteria project. A state environmental assessment is required.	YES 🖂	NO
If yes	s, under which category? 8, 26		
If eitl	her category #8, #12(i) or #15 is used complete Part D of this checklist.		
PART	B: MINIMUM CRITERIA EXCEPTIONS		
2.	Could the proposed activity cause significant changes in land use concentrations that would be expected to create adverse air quality	YES	NO
3.	impacts? Will the proposed activity have secondary impacts or cumulative impacts that may result in a significant adverse impact_to human health or the environment?		
4.	Is the proposed activity of such an unusual nature or does the proposed activity have such widespread implications, that an uncommon concern for its environmental effects has been expressed to the Department?		
5.	Does the proposed activity have a significant adverse effect on wetlands; surface waters such as rivers, streams, and estuaries; parklands; prime or unique agricultural lands; or areas of recognized scenic, recreational, archaeological, or historical value?		
6.	Will the proposed activity endanger the existence of a species on the		\boxtimes
7.	Department of Interior's threatened and endangered species list? Could the proposed activity cause significant changes in land use concentrations that would be expected to create adverse water quality or ground water impacts?		
8.	Is the proposed activity expected to have a significant adverse effect on long-term recreational benefits or shellfish, finfish, wildlife, or their natural habitats		
<u>PART</u>	C: COMPLIANCE WITH STATE AND FEDERAL REGULATIONS		
9.	Is a federally protected threatened or endangered species, or its habitat, likely to be impacted by the proposed action?		

May 2018 4 of 5

B-465	4	Minimum Criteria D	etermination Checklist			
10.	Does the action require the placement of temporary or permanent fill in waters of the United States?			\boxtimes		
11.	Does the project require the placement of a significant amount of fill in high quality or relatively rare wetland ecosystems, such as mountain bogs or pine savannahs?		n 🗌 [\times		
12.	Is the proposed action located in an Area of Environm defined in the coastal Area Management Act?	nental Concern, as	s [\boxtimes		
13.	Does the project require stream relocation or channel	el changes?		\boxtimes		
Cultu	ral Resources					
14.	Will the project have an "effect" on a property or site National Register of Historic Places?	listed on the		\times		
15.	Will the proposed action require acquisition of additional publicly owned parkland or recreational areas?	onal right of way		\boxtimes		
PART D: (To be completed when either category #8, 12(i) or #15 of the rules are used.)						
16.	Project length:	0.395 miles				
17.	Right of Way width:	80-100 feet				
18.	Project completion date:	2020				
19.	Total acres of newly disturbed ground surface:	5.89 acres				
20.	Total acres of wetland impacts:	0				
21.	Total linear feet of stream impacts:	0				
22. Project purpose:		Replace a deficient bridge and				
		make interchang	ge improvements			
Prepa	ared by: AFCOM Projects 3/23/95/5/495	Date:	5/15/2018			
Revie	AECOM Project Manager Docusigned by: Deanna Riffey 9AB7/D5B1ACUB4C3	Date:	5/15/2018			
Appro	DocuSigned by: Elmo Vance 64D0D89D692A44C	Date: _	5/15/2018			
	0-B0B00B02A440					

May 2018 5 of 5

PROJECT COMMITMENTS

Wake County
Bridge No. 69 on NC 50 over US 70
W.B.S. No. 38454.1.2
T.I.P. No. B-4654

NCDOT Structures Management Unit

At the request of the Town of Garner, the project was extended to include minor widening and sidewalks on both sides of NC 50 from south of Lake Drive to Main Street. In addition, the Town has requested that sidewalks be included on the west side of NC 50 throughout the project limits, and for aesthetic treatments and lighting for the bridge. The Town will be responsible for the additional costs associated with these additions, the details of which will be spelled out in a Municipal Agreement between the Town and NCDOT.

FIGURES

